

Automated Commercial Environment—Requirements Recommendation

Date:	8-31-2001
Number:	MMM HL 08
Requestor:	Multi-Modal Manifest Subcommittee
Customs Co-Chair:	John Considine
Trade Co-Chair:	Len Podgurny

Requirement

PRE-DEPARTURE/PRELIMINARY MANIFEST SUBMISSION should be made available for all transportation modes.

Business Need

Currently only Rail is able to use this option of submitting the bills of lading as they become available in their system, and once the train is built the bills of lading gathered as one manifest. All international carriers (Ocean, Air & Truck) should be allowed to transmit bills of lading after they have been issued to US Customs, and once they are on board the importing vehicle the carrier will transmit stow plan or cargo plan as the rail submit the rail consist.

ASSUMPTIONS

1. All modes to be able to submit individual bills ahead much like rail today
2. Be able to accept either multiple manifest or single bills to be compiled into one manifest.

Technical Need

US Customs needs to build the data base to capture the bills of lading as they come in by carrier code (SCAC) and maintain them until they receive the stow plan/cargo plan from the carrier with the unique identification number after “Wheels Up” or “Anchors Away”.

Benefits

US Customs will be able to inquire into the information days or weeks before the shipment arrives in the U.S. The carriers will not be rushed to complete their work with in the days from the last foreign point/port/airport. The carriers will be

able to complete the documentation from the last foreign point/port/airport in time for arrival at the U.S.

Risks

None

Related Subcommittees

ITDS

Priority: Critical X☐ High ☐ Medium ☐ Low ☐

Customs Use Only

Approved ☐ Not Approved ☐ Further Evaluation Required ☐